

and navigation, perhaps above all others, loses its value by being delayed. The business men of the country require—

Mr. SPEAKER. As I have said, the hon. member has a right to ask a question, but I do not think it would be proper, except upon a question of urgency, to enter upon a discussion. He will be quite right in asking the reason for delay in bringing down some report, as he is doing now. I would like to be fair with the House, and I suppose it would be proper that no question should be brought up unless upon notice being given, excepting of course such questions as the hon. gentleman is bringing up now. But he cannot enter upon an argument.

Mr. WALLACE. It has been the universal custom in the House to ask the question and to make a reasonable statement in order to explain it, but not to raise an argument. I am sure that I have not raised any argument on this occasion, because the minister himself will coincide with every word that I have said. I simply ask him now when we may expect the report of his department to be down?

The MINISTER OF CUSTOMS (Hon. Mr. Paterson). In reply to the hon. gentleman, I would say that the printing of the report is being expedited as much as possible, and I hope to be able to present it to the House on Monday next. I do not promise to do that, nor to say positively when it will be ready. I will not follow the hon. gentleman in the argument he made use of; but if he will reflect for a moment he will acknowledge, from his acquaintance with the workings of the department, that the advantage sought to be obtained in the change which was made, will only become manifest next year. He will see that we had to begin a new system of getting up monthly reports last July, and we have had to do the work of compiling the tables of the trade and navigation while this is going on, and therefore, it would be impossible the first year to reap the full benefit of the change. But I expect that under this new system we will be able to present the Trade and Navigation returns much more promptly than we have been doing.

QUESTIONS.

SAW-LOGS ON INDIAN RESERVES.

Mr. BENNETT asked :

What quantity of saw-logs was cut on Indian reserves in the province of Ontario in the season 1899-1900?

The MINISTER OF THE INTERIOR (Hon. Clifford Sifton). The quantity of saw-logs cut on Indian reserves in the province of Ontario in the season of 1899-1900 was twenty-four millions three hundred and sixty-five thousand, five hundred and eighty-five feet, board measure.

Mr. WALLACE.

SAW-LOGS EXPORTED.

Mr. BENNETT asked :

What quantity of saw-logs were exported from the province of Ontario to the United States during the season of navigation of 1900?

The MINISTER OF CUSTOMS (Hon. Wm. Paterson). The quantity and value of logs exported from the province of Ontario to the United States from April 1 to December 31, 1900, as shown by export returns, are as follows:—

	Quantity.	Value.
Cedar	15 cords	\$ 105
Elm	10,857,000 ft. B.M.	86,070
Hemlock	2,638,000 "	12,915
Oak	142,000 "	3,401
Pine	30,672,000 "	270,360
All other	4,835,000 "	27,019

SOUTH AFRICAN WAR—GRAVES OF CANADIAN SOLDIERS.

Mr. INGRAM asked :

1. Is it the intention of the government to bring back the remains of all those Canadian soldiers who lost their lives in South Africa?

2. Is it true that the graves of all those who have fallen are located and properly recorded in order that relatives and friends may know where to find them?

The MINISTER OF MILITIA AND DEFENCE (Hon. F. W. Borden). The Canadian soldiers who lost their lives in South Africa were for the time being British soldiers, they received the burial of British soldiers, and it is not proposed to interfere with the traditions and customs of the British army in this respect. I may add that Her late Majesty the Queen expressed a desire, when her grandson died in South Africa, that he should be buried there; the same is true of the only son of Lord Roberts, who lost his life there while in the British army. In reference to the second part of the question, I am not able to give a full answer. I may say that this matter is under the control of the British army authorities. I believe, however, that in many of the cases the places and graves of the Canadian soldiers who have fallen in South Africa have been properly marked and designated.

REPAIRS TO WABASH ENGINES.

Mr. INGRAM asked :

1. Upon how many engines have the Wabash Railway Company paid duty on repairs during the year 1900?

2. What were the numbers on each engine repaired, what were the repairs and the amount of duty paid the government on each engine so numbered during the year 1900?

3. What was the total amount of duty paid the government by the said company for the year 1900 on engines repaired?

4. Did the government employ an expert mechanic to value the repairs and new parts supplied to said engines, in order to arrive at the proper amount of duty to be paid? If not, what method was adopted?